



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Consider Modifications to Lodi Municipal Code Section 10.52.050
"Commercial Vehicle Parking"

MEETING DATE: April 5, 2000

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council review the following report on modifications to Lodi Municipal Code (LMC) Section 10.52.050 related to commercial-vehicle parking and give staff direction.

BACKGROUND INFORMATION: As requested by the Mayor, staff has prepared the following report to discuss modifications to the Code section regulating the parking of commercial vehicles on public streets in the City of Lodi. The report includes a brief history of the recent changes made to the parking of commercial vehicles, and a review and discussion of modifications being considered.

Recent History of Commercial-Parking Issue - At the September 15, 1999 meeting, Council approved a new ordinance amending LMC Section 10.52.050 to limit the parking of commercial vehicles only to designated streets in commercial or industrial zones between the hours of 7 p.m. and 7 a.m. Commercial vehicles in the process of being loaded or unloaded were not included. Parking in these designated areas was to be permitted until January 1, 2001. After that, commercial-vehicle parking would not be allowed on any street unless loading or unloading. The handout we have provided to the public and enforcement personnel showing allowable parking locations is attached as **Exhibit A**. Due to the need to design, order, and install the many signs needed for these modifications, enforcement of the new parking restrictions did not commence until mid-February when the final signs were installed. Prior to this new ordinance, commercial-vehicle parking was prohibited along residential frontages, which includes schools, parks, playgrounds, community center, churches, etc.

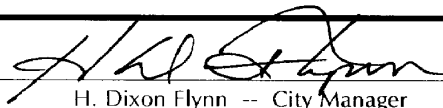
Modifications for Consideration - The modifications for consideration are shown below and summarized on the attached **Exhibit B**. The modifications are based on comments from Council and other information received by staff.

A. Allow overnight parking on portions of Cherokee Lane and Kettleman Lane

Finding suitable (from a safety standpoint) and acceptable (from a public and adjacent-property-owner standpoint) locations on these streets, even for overnight only, may be difficult. These streets top the list of truck-parking-complaint locations (**Exhibit C**).

In addition to staff's concern about the number of truck parking complaints received on both Cherokee Lane and Kettleman Lane, there have been no complaints received from motels or retail stores along these roadways that prohibiting trucks is hurting their business. (Long-haul truck drivers likely use their sleepers to rest.) Since the new parking regulations went into effect, we have also been

APPROVED:


H. Dixon Flynn -- City Manager

contacted by the owner of the Tokay Bowl property and the Seventh Day Adventist School Board (**Exhibit D**) concerning their desire to not allow truck parking along their frontage. Commercial-vehicle parking along the Seventh Day Adventist School's residential-zoned frontage along Kettleman Lane was not permitted even under the older Code. There have also been two accidents on Kettleman Lane and on Stockton Street where drivers were killed after running into the rear of parked trucks. The suggested hours may also be a problem. Depending on the location, they may conflict with business hours and are different from the industrial hours which may lead to confusion.

B. Allow all-day parking in some of the industrial areas

This modification may cause problems in some of the locations due to demand for on-street daytime parking. We have also received comments that some industrial developments do not want lots of trucks parking on the street, blocking the view of their buildings/landscaping.

There may be some situations where daytime parking would be acceptable and, in some cases, necessary beyond the allowance for loading and unloading. For example, we have been told of a truck mechanic who occasionally has vehicles dropped off on-street outside of normal working hours. There may also be cases where a business needs to leave a truck on the street for some period of time. Staff can work with these situations and post areas with varied hours if Council wishes, but we will need some policy direction as to who or what use takes priority.

C. Increase weight rating on restricted commercial vehicles

There has been some concern that the 10,000-pound limit could affect larger pickups owned by residents. This has not been a problem as the Police are only enforcing large commercial vehicles. Increasing the weight specified could lead to problems with commercial vehicles. There are large vans that are under 10,000 pounds that are primarily used for commercial purposes. An example, parked at City Hall recently, is shown on **Exhibit E**. If Council is concerned with this issue, we could create a commercial-vehicle definition more specific than the State Vehicle Code.

Increasing the commercial-vehicle weight rating does not appear to be necessary since increasing it would permit larger commercial vehicles to park in residential areas and it is evident that the intent of the Code is not to prohibit large pickups and similar "personal" vehicles. We should also note that recreational vehicles are not included in our definition and parking them on-street is not affected by this ordinance.

D. Extend January 1, 2001 date

If modifications A and/or B are adopted, this may be a moot point. Staff feels this should be addressed later in the year.

General Comments - Staff recently field checked the designated commercial-vehicle parking areas on three occasions after 7 p.m. On the first two surveys, only two to three trucks were observed; however, in the most recent survey there were fourteen commercial vehicles parked, with others seen entering the designated areas. The majority of the trucks were equipped with sleepers but it was unknown how many were occupied. The trucks seemed to park in groups in a couple of areas, possibly for security reasons. As more trucks use the designated areas, security should be enhanced.

Although staff has observed that some commercial vehicles have moved just outside the city limits, on West Lane south of Harney Lane, for example, it appears there is an overall reduction in the number of commercial vehicles parking in and around the city. It is our impression that the restriction has encouraged truck drivers to pursue other parking options available. It has also had the side benefit of

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encouraging truck-related businesses in the city to better utilize on-site areas for the storage of trucks and trailers instead of street parking.

The Economic Development Coordinator and Traffic Engineering staff recently met with representatives from some local businesses that use trucks. A memo from that meeting is attached as **Exhibit F**. The Economic Development Coordinator has also talked to some truck drivers who have expressed interest in creating a truck parking lot. The January 1, 2001 date for the prohibition of truck parking in Lodi will likely encourage anyone interested in developing a parking lot to act sooner than later. Staff is concerned that allowing on-street truck parking indefinitely will discourage private development of a lot.

The problem with enacting any type of parking restrictions is that they will never satisfy every situation. However, based on the increasing use of the designated parking areas and interest being shown by individuals in developing a parking lot, it appears that Council's intentions may be becoming a reality. However, if changes are going to be considered, Council should be aware that it will take several weeks to have signs made and installed.

FUNDING: Not applicable.



Richard C. Prima, Jr.
Public Works Director

Prepared by Rick S. Kiriu, Senior Engineering Technician

RCP/RSK/Im

Attachments

cc: City Attorney
Police Chief
Police Captain Adams
Economic Development Coordinator
Street Superintendent
Associate Traffic Engineer
Parking Hearing Technician
Lodi Academy, Principal Samir Berbawy
Vaz Trucking – Paul Vaz
Meehleis Modular – Bill Meehleis
General Mills – Denny Perek
Gary Lund
California Trucking Association – Ron Coale
Don Lindsay



CITY OF LODI
PUBLIC WORKS DEPARTMENT

**Truck Parking
Allowable Parking Locations**

LEGEND

--- -- -- -- -- PARKING ALLOWED ALONG POSTED PORTIONS
BETWEEN THE HOURS OF 7PM & 7AM

PUBLIC PROPERTY

The City of Lodi regulates truck parking on public property under Lodi Municipal Code Section 10.52.050. Per this section, trucks exceeding a maximum gross vehicle weight rating of 10,000 pounds can park only in signed areas between the hours of 7 p.m. and 7 a.m., any day. Truck parking on all other streets is prohibited unless the vehicle is in the process of being loaded or unloaded.

For more information on truck parking locations, contact the Traffic Engineering Division at City Hall or the Police Department.

Traffic Engineering - 221 West Pine Street - Lodi, CA 95240
Hours: M-F, 8 a.m. - 5 p.m. Phone: (209) 333-6706

Police Department - 230 West Elm Street - Lodi, CA 95240
Hours: 24 hours a day Phone: (209) 333-6727

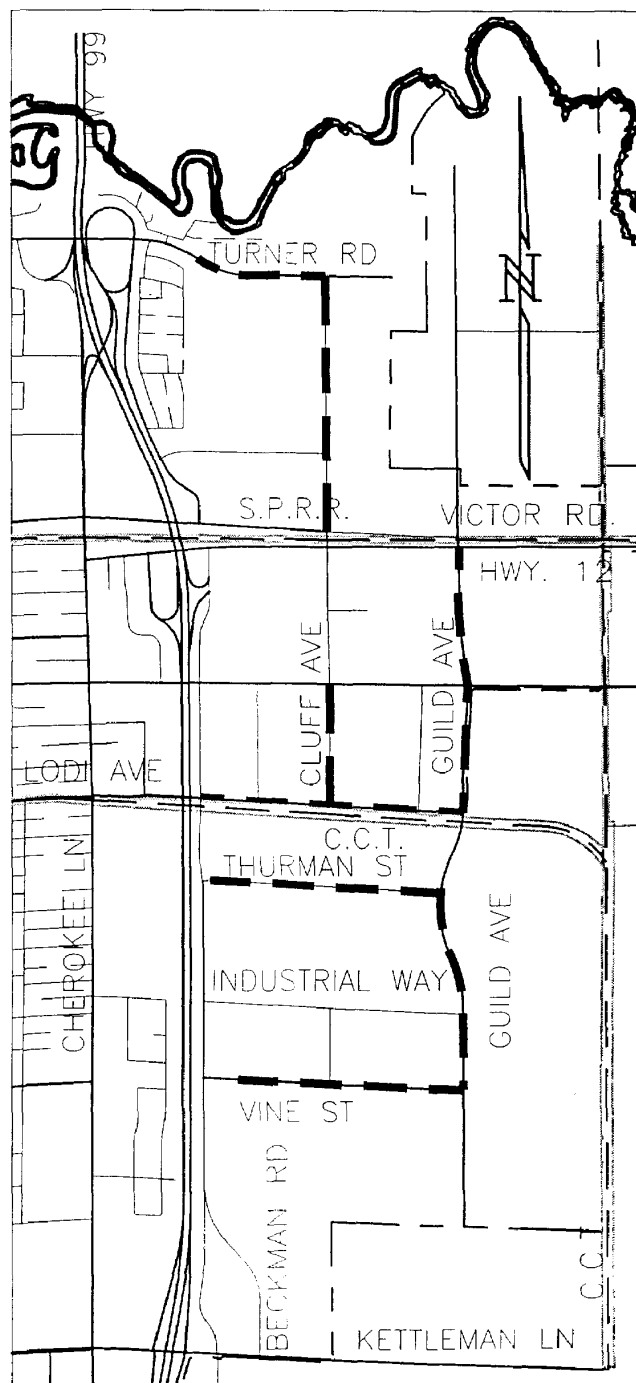
IMPORTANT NOTICE

Truck parking on the streets shown on this map will be permitted until January 1, 2001. After January 1, 2001, truck parking on public property will not be permitted within the city limits of Lodi except while in the process of being loaded or unloaded.

PRIVATE PROPERTY

The City of Lodi also regulates truck parking on private property in residential zones under Lodi Municipal Code Section 17.57.190. This section prohibits the parking of vehicles which are strictly commercial in nature and have a gross load capacity of one and one-half tons. The types of vehicles include but are not limited to tow trucks, ambulances, mini-buses, large delivery and/or service trucks. Vehicles placed out of public view and located behind the designated front setback line or in the process of loading or unloading goods or people are exempt from this restriction.

For more information on truck parking restrictions on private property, contact Community Improvement at (209) 333-6823 Monday through Friday, between the hours of 8 a.m. and 5 p.m.



Truck Parking Ordinance Modifications

MODIFICATION

COMMENTS

A. Allow overnight commercial-vehicle parking (i.e., 8 p.m. to 8 a.m.) on portions of Cherokee Lane and/or Kettleman Lane.

Parking would be held back from driveways and intersections for improved visibility, and noise restriction would remain in effect. Council should determine if exact locations are to be approved by staff or Council. If by staff, some specific policy guidance is needed.

B. Allow all-day commercial-vehicle parking in some areas currently designated as only allowable between the hours of 7 p.m. and 7 a.m. (areas shown on Exhibit A).

The allowable parking locations were selected based on criteria including businesses that would not be affected by allowing commercial-vehicle parking between 7 p.m. and 7 a.m. Many signs would have to be removed or relocated due to conflicting parking use, or modification could provide for all day or hours specified. Some specific policy guidance is needed.

C. Increase the "gross vehicle weight rating" (GVWR) of a commercial vehicle to more than 10,000 lbs.

Although there have been many concerns about large pickups exceeding the 10,000 GVWR, Police have been enforcing based on commercial nature of larger vehicles.

D. Extend January 1, 2001, date for the citywide restriction of commercial-vehicle parking on public streets.

Since the date was set to encourage timely interest in a private, off-street parking facility, it may not be prudent to extend the date at this time. If needed, the date can be extend closer to the end of the year.

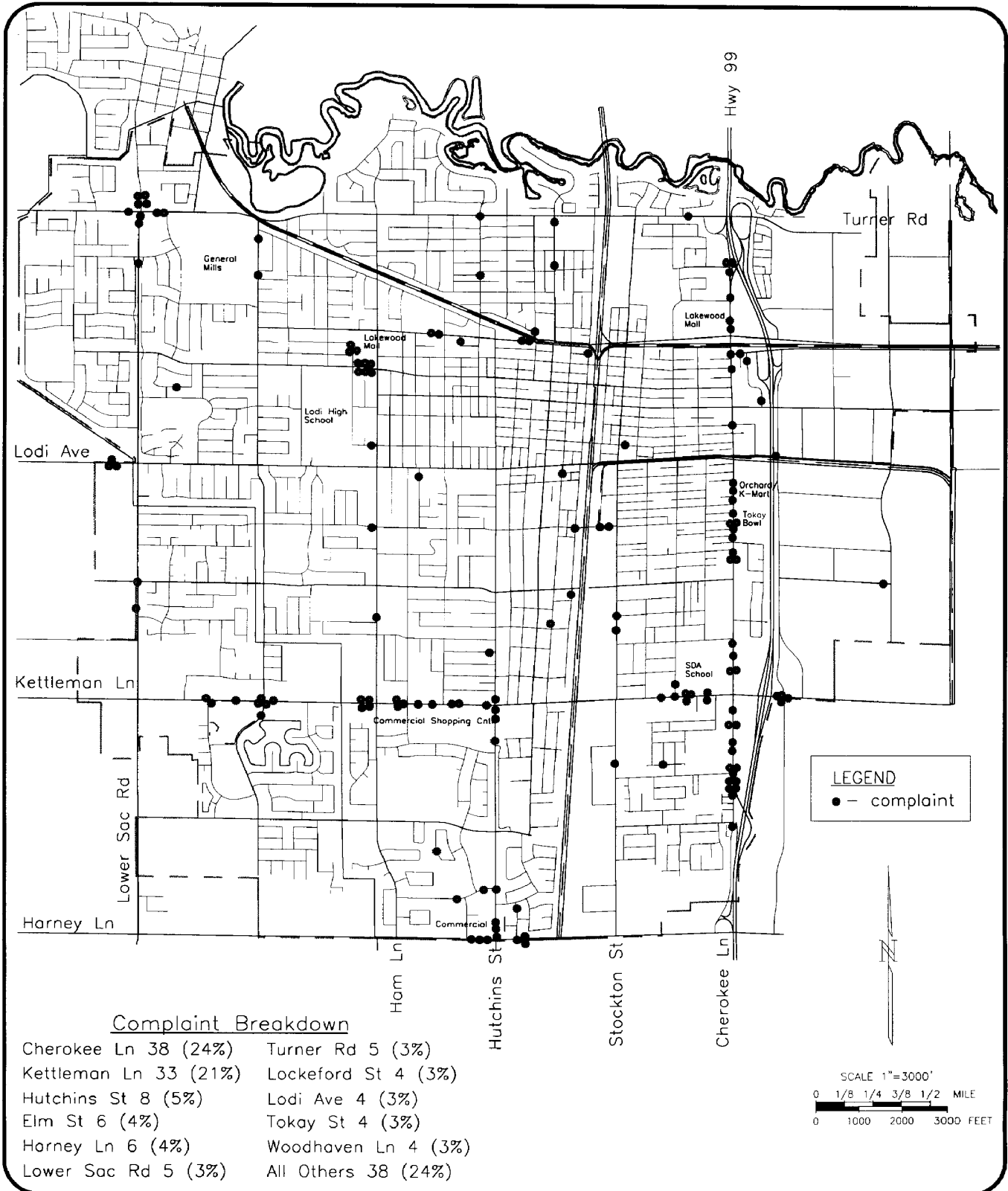


CITY OF LODI

PUBLIC WORKS DEPARTMENT

Truck Parking Complaints

1987 to Present





1230 South Central Avenue
Lodi, California 95240-3999
Phone 209-368-2781
Fax 209-368-6112
principal@lodiacademy.net

Lodi Academy
A Seventh-day Adventist High School

March 21, 2000

Mr. Richard Prima
Public Works Director
City of Lodi
221 West Pine St.
Lodi, CA 95241

Dear Richard:

This letter summarizes our Board of Directors' reasons for recommending that truck-parking not be allowed along our curb on Cherokee and Kettleman Lanes, even for night-time parking.

Because we wish to be the best neighbors we can be, we believe that the following points deserve serious consideration:

- The Cherokee Lane improvements, on which public and private funds were spent, should not be obscured by a line of trucks spanning the length of our fence.
- Unfortunately, we have seen discarded fast-food wrappers, personal items, and empty containers littering the spots where trucks were parked. Whose responsibility is it to clean up the street?
- Truck tires have caused damage to curbs, sidewalks, and to landscaping.
- Blocking corner vision for drivers causes accidents.

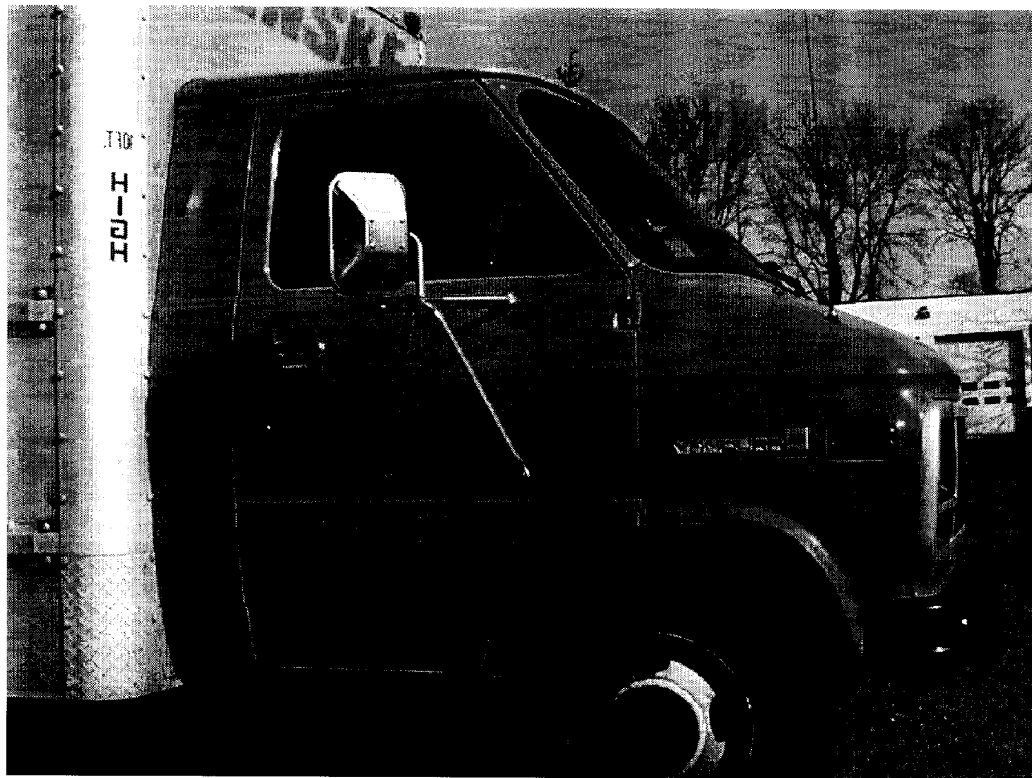
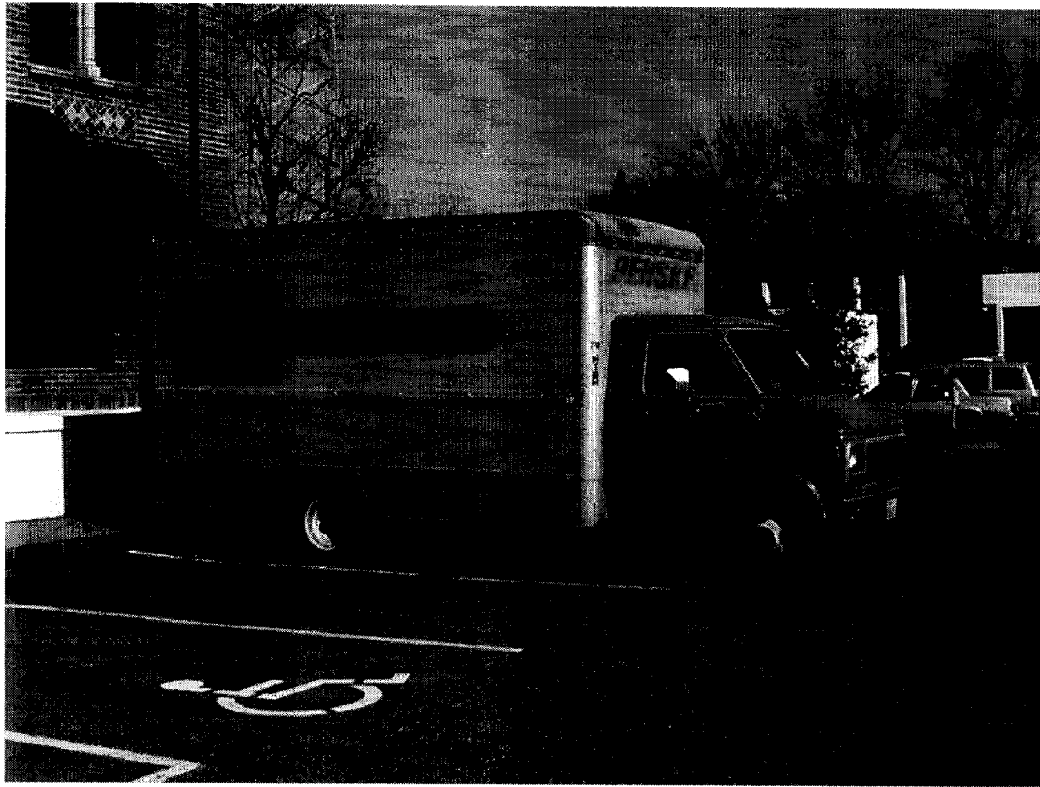
As you can see, our Board believes that truck-parking along our property has financial, aesthetic, and safety issues that can not be ignored.

Thank you for allowing us to voice our concerns.

Sincerely,

Samir

Samir Berbawy
Principal





MEMORANDUM

From the Office of Economic Development

TO: Dixon Flynn, City Manager

FROM: Tony C. Goehring, Economic Development Coordinator

DATE: March 14, 2000

SUBJECT: City Truck Parking Meeting

As you are aware, I facilitated a meeting with several individuals to discuss the City truck parking issue. Those attending the meeting were Denny Perek (General Mills), Bill Meehleis (Meehleis Modular Building), Paul Vaz (Vaz Trucking), Gary Lund (Independent Trucker), Paula Fernandez (City Staff), Rick Kiriu (City Staff) and myself. These individuals, I believe, represented a good cross-section of our local industrial group, private-trucking firms, independent truckers and City staff.

The meeting's purpose was to facilitate meaningful dialogue about the impending City Ordinance and meet the following objectives:

- 1. Review the proposed Ordinance and chronology of City action**
- 2. Define participants' opinion of Ordinance in general**
- 3. Discuss impacts of Ordinance and its temporary enforcement to local industry**
- 4. Introduce the Mayor's proposed amendment to the Ordinance**
- 5. Analyze possible alternative parking sites and solutions**

A précis of the discussion relative to each of the objectives is summarized below:

Objective #1: Staff did an excellent job of describing the adopted Ordinance and discussing the temporary enforcement measures currently being implemented by City law enforcement officials. With the exception of Mr. Lund, all the participants agreed with the interim enforcement policy and felt that the transitional period between now and the Ordinance effective date (January 2001) would provide ample opportunity and motivation, for all parties involved, to consider alternative parking solutions. Mr. Lund, however, noted that about 20 local truckers have already been adversely affected by the new parking policy, many of whom have either chosen to continue their illegal parking practices and pay the fine or move their rigs outside the city limits to county roads.

Objective #2: In general, the participants endorsed the City Council's decision to eliminate on-the-street truck parking within the city limits, citing reasons of safety, aesthetics and the negative impacts on certain local businesses as justification for its implementation. Additionally, the City's efforts to help facilitate an alternative parking solution were commended; but a resounding word of caution was noted by all (exception Gary Lund) – that it is a private enterprise problem and that neither the City, nor any other government agency, should consider it their responsibility to provide truck parking facilities for the independent trucking industry. And, furthermore, that independent truckers should be held solely responsible for procuring their own parking arrangements and consider any costs related thereto a cost of doing business.

A comment was made that it is important to the local trucking firms that trucks and truck equipment, either theirs or others, not be parked around town. It was also noted that City regulations presently require privately held trucking firms or businesses having their own fleet of trucks to provide both on-site truck and employee vehicle parking. These regulations, it was said, add to their (local firms) cost of doing business and questions why the independents should be given an unfair cost advantage by demanding and getting preferential treatment.

Objective #3: Most participants agreed that the temporary enforcement policy is necessary and has been very effective. In fact, it has precipitated calls from several independent truckers looking for alternative parking solutions and/or land to develop a facility.

The impact on local industry, specifically those located in the Beckman Industrial Park area, has to date been minimal. In most cases, if a truck arrives in Lodi at night for an early morning delivery, the driver is allowed to stay in the yard of the business to which the delivery is being made. This is also true in cases of the larger retail store deliveries. In any case, this keeps the rigs off the streets and provides a more secure parking environment for the driver. However, industrial leaders were also quick to note that diverting overnight-designated parking to already congested traffic areas (i.e. industrial parks) will only cause inevitable problems for the future, and should be avoided if possible.

Objective #4: It was generally agreed that to amend the Ordinance as presently written would be a mistake, and the participants were not in favor of taking the issue back to Council for discussion or action. The panel pointed out that the current Ordinance as drafted is clear, well defined and precisely establishes what is legal and illegal relative to the truck parking issue. They were afraid that amending the Ordinance might, in effect, water it down to the point of leaving its enforcement up to arbitrary interpretation and more misunderstanding. It was concluded that the Council should abide by its convictions and former action, and leave the Ordinance as is for, at least, a one-year trial period. A year would clearly allow staff to examine the impacts of the new Ordinance and provide ample opportunity for the trucking industry to make adjustments and consider other parking arrangements.

Notwithstanding the above, one attendee felt there is one existing problem with the Ordinance's restrictive policy. It creates a problem for independent truckers who are required to come into town late at night for a next morning off-load. It also subjects trucks that are parking and off-loading at small construction sites to possible citation.

The panel felt this issue could be addressed very simply by issuing a temporary parking permit for these purposes only.

Objective #5: While no conclusive resolution to the trucker's parking demise was found, several alternatives were discussed. The panel was informed that The Grupe Company's Flying "J" terminal, located at I-5 and Hwy 12, will begin construction in August of 2000. However, this facility will provide short term parking privileges only to long haul carriers stopping to use terminal amenities. These facilities are well monitored and long-term parking (4 hours or longer) is typically prohibited.

A lot at the corner of Turner Road and Cluff Avenue may be available for lease or sale that could provide a parking alternative. An independent trucker is researching the status and availability of the lot. The parcel, however, is in a very deteriorated state, has no lighting or security gate and would require considerable cost to upgrade. He is also looking at other site options on Eight Mile Road and Armstrong Road.

A participant introduced the best alternative, a 10-acre truck parking facility located on Eight Mile Road. The terminal, owned by Sam Freitas, is fully improved, secure, well lighted and offers personal vehicle parking. It sports a dispatch station, service garage and fueling stations. It is located exactly 6.0 miles from the center of Lodi (I know because I drove it) and 6.1 miles from the terminal to the Beckman Industrial Park area. Mr. Freitas informed me that he has enough spaces for about 15-20 more trucks at a rent rate of \$200-\$250/month. This is a first class option and more information is available in my office if desired.

It was also suggested that, as a cooperative gesture, the City of Lodi might consider placing an ad in the local newspaper describing the need for truck parking facilities. The ad may include the intent of the Ordinance, its effect on the trucking industry, a photo of a truck and driver, and the suggestion that a truck parking facility needs to be built. This suggestion was based upon a recent experience. The Lodi Unified School District advertised a need to develop a parcel in the Beckman Industrial Park area. The ad was seen, responded to, and the respondent got the job. The same ad approach may prove effective in our case as well.

The meeting was then adjourned with no further discussion or action.

CITY COUNCIL

STEPHEN J. MANN, Mayor
ALAN S. NAKANISHI
Mayor Pro Tempore
SUSAN HITCHCOCK
KEITH LAND
PHILLIP A. PENNINO

CITY OF LODI
PUBLIC WORKS DEPARTMENT

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6706
FAX (209) 333-6710
EMAIL pwdept@lodi.gov
<http://www.lodi.gov>

H. DIXON FLYNN
City Manager
ALICE M. REIMCHE
City Clerk
RANDALL A. HAYS
City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

March 30, 2000

SUBJECT: Consider Modifications to Lodi Municipal Code Section 10.52.050
"Commercial Vehicle Parking"

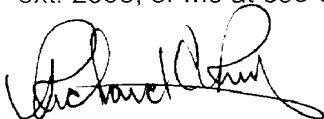
Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, April 5, 2000. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Alice Reimche, City Clerk, at 333-6702.

If you have any questions about the item itself, please call Rick Kiriou at 333-6800, ext. 2668, or me at 333-6759.



Richard C. Prima, Jr.
Public Works Director

RCP/lm

Enclosure

cc: City Clerk

SAMIR BERBAWY PRINCIPAL
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1230 S CENTRAL AVE
LODI CA 95240-5999

MR PAUL VAZ
VAZ BROS TRUCKING
960 S GUILD AVE
LODI CA 95240

MR BILL MEEHLEIS
MEEHLEIS MODULAR BLDGS
1303 E LODI AVE
LODI CA 95240

MR DENNY PEREK
GENERAL MILLS
2000 W TURNER RD
LODI CA 95242

MR GARY LUND
P O BOX 22
LODI CA 95241

CALIFORNIA TRUCKING ASSN
ATTN W RONALD COALE
LOCAL GOVT CONSULTANT
33 W ALPINE AVE
STOCKTON CA 95204

MR DON LINDSAY
384 VALLEY AVE
LODI CA 95240